Hull
City Council

Hull Local Plan: 2016 – 2032

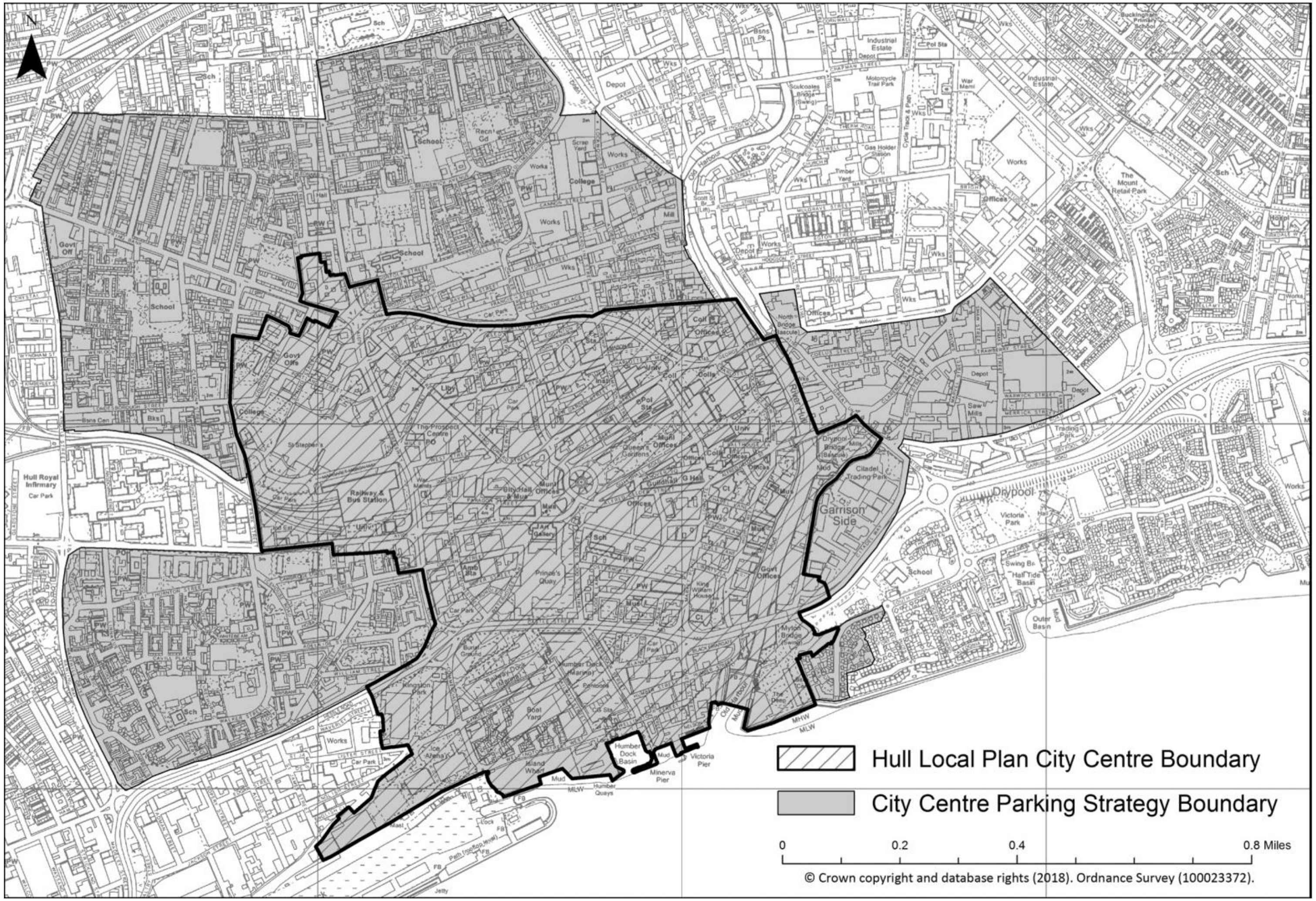
SPD5: Hull City Centre Parking Strategy

Supplementary Planning Document

Adopted 30th October 2019

Hull City Centre Parking Strategy

Figure 1: Map of city centre showing Local Plan and Parking Strategy boundaries



1 Vision and Objectives

1.1 Hull city centre has witnessed significant public and private investment since the launch of the City Plan. This has created many employment, leisure and retail destinations and alongside this, the city centre residential offer is strengthening. This development has led to an increased pressure on parking within the city centre to serve the needs of commuters, visitors, businesses and residents.

1.2 This is the Council's first Parking Strategy and is focussed on the city centre, owing to parking and development pressures being greatest here. The strategy seeks to manage parking across the city centre and surrounding area efficiently to meet the needs of workers, residents and visitors in order to support the city centre economy. It aims to manage a change in travel habits and support a move to less polluting forms of transport, whilst recognising the importance of creating an accessible city centre.

1.3 Figure 1 identifies the area to which the City Centre Parking Strategy applies. In order to effectively manage parking within the city centre, it is necessary to extend the reach of the Parking Strategy beyond the city centre area as defined in the Local Plan, to include surrounding areas where commuter parking can impact on local residents and businesses. The strategy area therefore covers both the controlled parking zone and the outer city centre 2-hour parking zone.

1.4 A delivery plan for the Parking Strategy is set out in Appendix 5.

2 Relationship to the Local Plan

2.1 The Parking Strategy is a supplementary planning document (SPD) that provides guidance and advice on the implementation of policies in the Hull Local Plan 2016-32. The relationship between the strategy and local plan policies is demonstrated in Appendix 1, which sets out cross-references between the two documents.

2.3 The Hull Local Plan 2016-32 continues the Council's established policy of managing city centre car parking to encourage modal shift to public transport, cycling and walking. This includes making provision for commuter, visitor, resident and short stay shopper parking, whilst supporting a shift to cleaner forms of commuting through limiting the amount of long stay commuter parking available. Alongside this, improvements are being made to bus, cycle and pedestrian facilities, including the development of park and ride sites.

2.4 The local plan restricts long stay parking to a maximum of 3,500 spaces, with a minimum requirement of 2,750. Provision of short stay parking is encouraged, particularly to serve new commercial development in the city centre. Some short stay car parks are located on development sites and provision for further short stay parking within new development will need to be made.

2.5 The Parking Strategy will replicate the lifespan of the Local Plan with a review process aligned to that of the plan, meaning its first comprehensive review will be in 2023. However, given developments in electric vehicles, bus and train investment, legislative change, and development levels within the city centre, certain elements may need reviewing during 2021, so a selective review will be considered at that time.

2.6 The city centre includes streets which provide on-street parking generally for short stay use and for which there is high demand. Within this controlled parking zone there are over 700 on-street spaces and over 70 spaces for people with disabilities. New development in the Fruit Market and Marina areas is increasing pressure on parking in these areas. The Council is therefore considering extending the controlled parking zone to the area south of Castle Street to include the Fruit Market and Marina areas.

2.7 Outside the city centre is a zone which limits free parking to 2 hours. At present, residents' permits are available in both the city centre and the surrounding parking zone. However, the growth of residential development in the city centre is placing additional pressure on parking. This demand needs to be managed, for example by making better use of existing parking and encouraging residents to use multi-storey car parks for overnight parking.

2.8 Current Government policy will end the sale of all petrol and diesel cars and vans by 2040. This is likely to require upgrades to the electric grid network to cater for the additional power demand. The Council is in the process of installing a small number of new charge points in appropriate locations within the City Centre. These legislative changes, and in turn changes in travel behaviour, will mean further provision of provision of electric vehicle charging infrastructure is needed to support the increasing number of electric vehicles.

2.9 A Parking Strategy is needed to ensure that the transport and parking consequences of applications for development are consistent with the city's overall transport strategy. The Local Plan identifies development sites that will result in an increase in demand for parking by residential and commercial developments, and therefore sets parking standards, which in the city centre are applied flexibly. The Parking Strategy addresses the location and management of parking spaces in the city centre as well as linked air quality considerations.

LOCATION

3 Location of car parks

3.1 The location of current car parks is shown in Figure 2. Hull city centre provides a mix of short and long stay parking. Long stay parking is predominantly associated with commuter parking and all-day visitor car parking and constitutes stays of 6+ hours.

3.2 Short stay parking is any stay less than this. It is not possible in the multi-storey car parks to distinguish precisely how much is short and long stay given the ability to park all day. However, survey results indicate the vast majority of customers are deemed long stay users, indicating for Pryme Street and George Street that 90% of their spaces are used for long stay purposes.

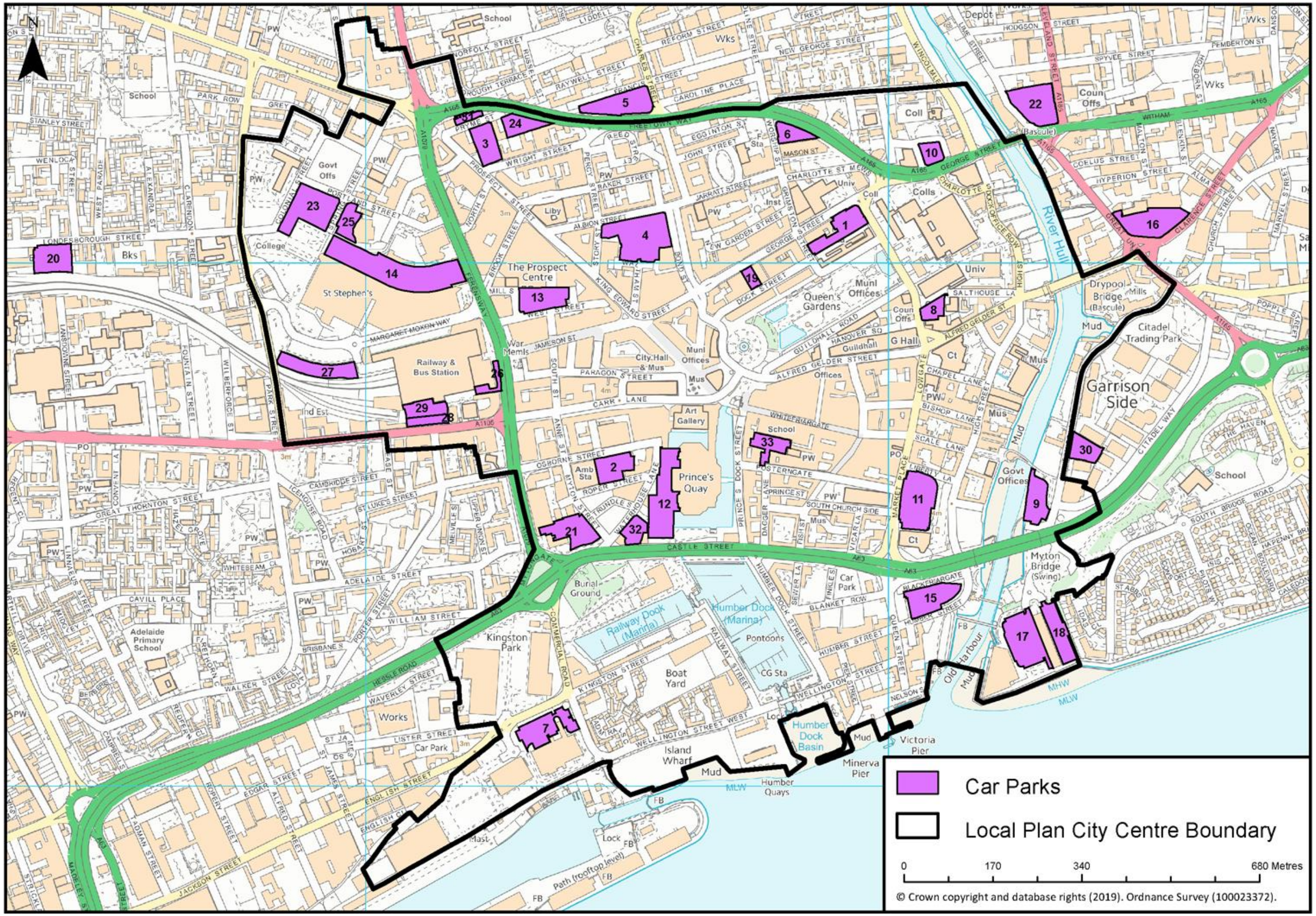
3.3 Some surface car parks, such as Albion Street, do cater for long stay but this is deterred by the pricing structure, and pricing levels have a major bearing on whether a car park is predominantly short or long stay. Council owned car parks manage prices to encourage short stay parking (both off-street and on-street) within the ‘orbital box’ and closest to retail, leisure and visitor attractions, and long stay parking is encouraged on the edge of or beyond the orbital box in proximity to offices and employment. The orbital box comprises Ferensway, Freetown Way, Great Union Street and Castle Street.

3.4 Total spaces in car parks under Council control (short stay and long stay) – 2,215 spaces (32% of the off-street parking provision within the city centre).

3.5 Total spaces in car parks under private control (short stay and long stay) – 4,790 spaces (68% of the off-street parking provision within the city centre).

3.6 Current car parks are listed in Appendix 2.

Figure 2: Map showing locations of city centre car parks



4 Balance between short stay and long stay parking

4.1 The Local Plan makes provision for short stay shopper and visitor parking whilst limiting the amount of long stay commuter parking.

4.2 Policy 31(1) restricts long stay car parking to a maximum of 3,500 spaces; the minimum number of long stay spaces required is set at 2,750 (in February 2017 there were 2,837 spaces). New long stay car parks in, or on the edge of, the city centre will only be allowed in exceptional circumstances.

4.3 Policy 31(2) supports provision of short stay parking in, or on the edge of, the city centre; loss of short stay car parks will only be allowed if replacement spaces are provided either on site or in a location equally accessible.

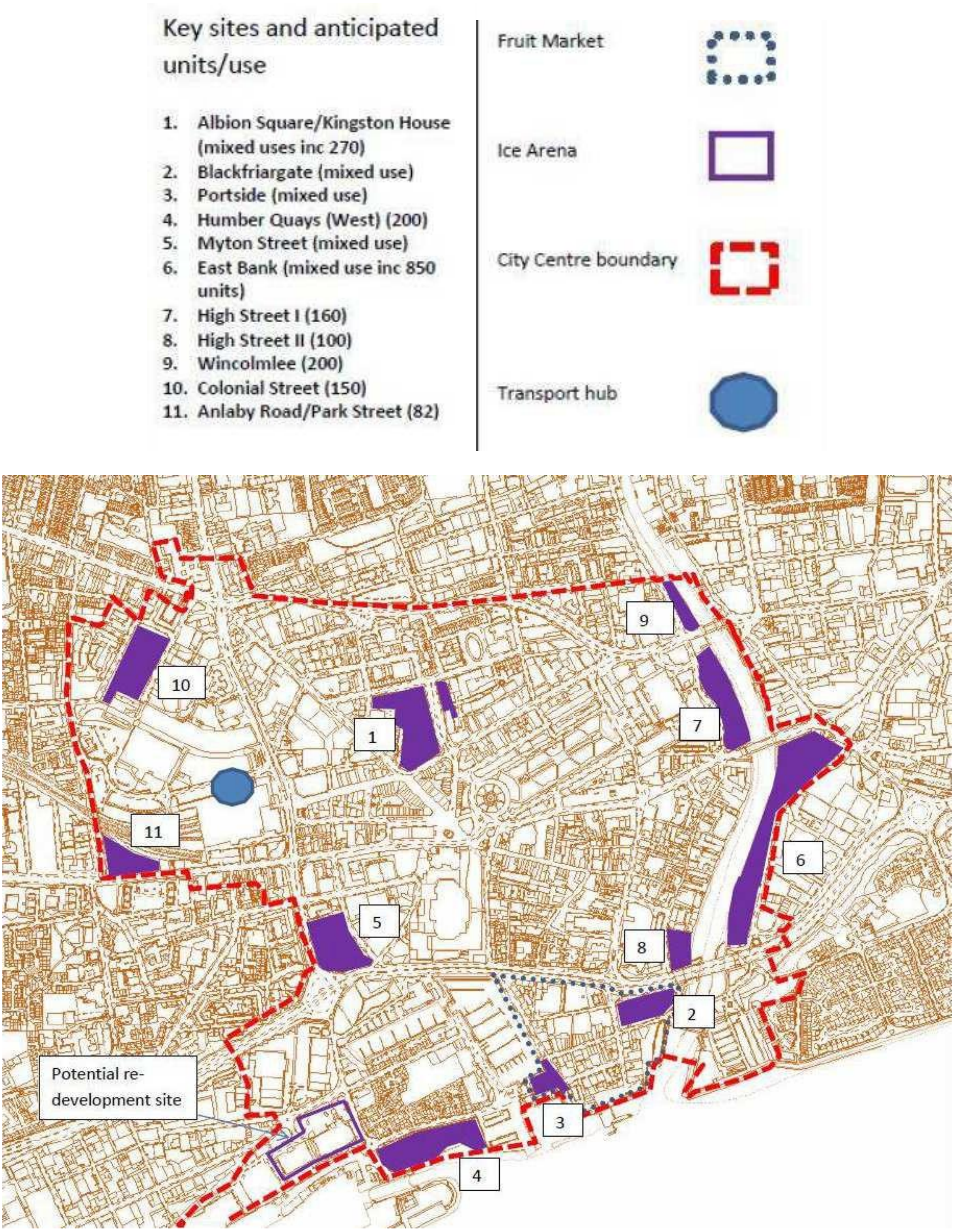
4.4 In an environment where the number of residential properties is increasing, the requirement to meet this need should be taken into account annually to keep pace with the ever-evolving requirements for parking within the city centre.

4.5 Car parks limiting stays to less than 6 hours will be considered short stay and those allowing parking beyond 6 hours will be considered long stay.

5 Development potential of car parks

5.1 All of the car parks earmarked as potential development sites in the Local Plan have the potential to be redeveloped. These are shown in Figure 3. Given the need to retain a minimum number of long stay car parking spaces and ensure that sufficient short stay parking is available for shoppers and visitors to the city centre, it is essential that redevelopment of Council-owned car park sites in excess of 250 spaces is phased to ensure that no more than 2 permanent car park sites are undergoing redevelopment at any one time.

Figure 3: Map showing locations of city centre key development sites



6 Development sites and parking requirements

6.1 The Local Plan, City Centre Supplementary Planning Document (SPD13: City Centre Key Design Guidance (CCKDG)) and associated development briefs set out the parking requirements for key development sites, as follow:

1. Albion Square – design brief for ice arena/ retail/ residential with 640-space multi-storey to replace existing 298-space surface car park;

5. Myton Street – Bonus Arena events complex with 366- space multi-storey replacing 351-space Osborne Street multi-storey (now completed); design brief prepared for hotel/ retail.

6.2 The remainder of the development sites within the city centre and windfall sites have no defined parking requirements; however the following sites are currently consented for car parks:

2. Blackfriargate – temporary (2-year) 170-space surface car park;

6. East Bank – temporary (3-year) 90-space surface car park;

10. Colonial Street – 258-space surface car park.

6.2 Local Plan Policy 32(1) sets parking standards (set out in Appendix C of the plan) that apply citywide. However, it adds that they will be applied flexibly, particularly in the city centre, to take account of factors including the type, mix and use of the development, its accessibility, and the availability of public transport.

6.3 This SPD clarifies that this level of flexibility within the city centre will mean that 20% of the citywide policy requirement should be sufficient due to the extensive levels of parking provision and public transport provision available; this includes applications for prior approval, change of use and new build for residential and main town centre uses. Appendix 3 identifies the parking standards applied to development within the boundary of the Local Plan City Centre defined area. Flexibility may still be applied to these standards in accordance with Policy 32(1).

6.4 Local Plan Policy 36(3) sets the parking standards for cycles and motorcycles (set out in Appendix C of the plan) that apply citywide. Given the more limited space requirements and smaller level of provision, the citywide standards apply equally in the city centre.

6.5 Disabled parking standards are set out in Appendix C of the Local Plan and apply citywide.

7 Park and Ride options

7.1 Park and Ride facilities are key to supporting modal shift away from the car, and assuming the next Park and Ride to be developed is the northern site at Dunswell, it is anticipated that the number of long stay spaces available in the city centre could be reduced to support this position. Reduction in the number of long stay city centre spaces would help encourage use of Park and Ride facilities and reduce traffic stress on both the Beverley Road and Stoneferry Road corridors, especially during peak periods.

MANAGEMENT

8 Condition of car parks

8.1 City centre car parks both (existing and proposed) need to be well maintained and finished to a high standard, aligned to Policy 31(4) of the Local Plan which states:

Policy 31 City centre car parking

(4) New car parks, including undercrofts and temporary surface level car parks, should be of good quality, and where possible :

a. the perimeter should have a clearly defined boundary;

b. vehicular and pedestrian accesses and exit routes should be kept to a minimum;

c. secure cycle/ motorcycle/ moped parking should be provided;

d. car parking spaces should be of adequate size;

e. respect the surrounding buildings and local area, particularly Listed Buildings and Conservation Areas;

f. give careful consideration to layout and pedestrian/ cycle access;

g. be naturally well lit;

h. have good artificial lighting levels when required;

i. incorporate a sustainable drainage system;

j. provide sufficient, well located and wider spaces for people with restricted mobility;

k. have good quality surface treatment (e.g. tarmacked);

l. demonstrate that the facilities will be well managed and maintained;

8.2 City centre surface car parks are either fully surfaced with a bituminous surface or unsurfaced with a compacted granular material. Conditions are currently as follows:

- Albion Street: fully surfaced, surfacing is an average condition but deteriorating due to the underlying materials being loosely compacted brick rubble.
- Francis Street: fully surfaced, good condition, little deterioration.
- Trippett Street: fully surfaced, good condition, little deterioration.
- Tower Street: unsurfaced, average condition but requires regular regrading due to the surfacing type.
- George Street multi-storey: poor condition
- Pryme Street multi-storey: average condition
- Osborne Street multi-storey: replacement car park opened June 2018.

8.3 Permanent and temporary car parks will only be allowed that comply with Policy 31(4) and temporary car parks seeking extensions will be refused unless they meet these requirements.

9 Safety and security of car parks

9.1 The safety and security of car parks plays a key role in their usage, particularly for multi-storey car parks where customers can feel vulnerable if provision is inadequate. A ‘Park Mark’ award is available for all multi-storey car parks, the award dependent on adequate lighting and security being provided. Currently, George Street and Pryme Street both hold this award. All new car parks are required to meet this standard.

9.2 CCTV and a secure entry/ exit system should be considered for all multi-storey car parks, especially where they are used for 24/7 operation, in order to deter anti-social behaviour and criminal activities that unstaffed facilities can attract.

9.3 Surface car parks should all be lit to the same standard as the public highway and have CCTV coverage. As the surface of these car parks varies, good lighting is a key factor in encouraging their usage.

10 Hours of operation – 24/7 option

10.1 Multi-storey car parks currently operate between 7am and 7pm each day. The car parks are accessible to a limited number of city centre residents through the use of a secure pass system. 24/7 operation could open up a wider customer base, however this would require further investment to ensure the car parks could be operated safely and continue to offer a secure parking environment.

10.2 Surface car parks are open 24/7 and are chargeable between 8am and 6pm.

10.3 It is essential for a strong visitor, shopper and resident population in the city centre to have access to secure and safe 24/7 car parking. This is not required across all sites, but the strategy seeks to ensure that by 2021 secure 24/7 access exists to a minimum of 2,000 spaces to meet in particular the needs of residents and the night time economy.

11 Council operated car parks – pricing policy

11.1 Pricing varies depending on the type of parking offered and can be categorised as follows:

- On-street (Short stay)
- Off-street (Short stay)
- Off-street (Long stay}
- Resident Permit Parking (On- and Off-street)
- Resident Parking On-street (excluding the city centre)

11.2 Current prices for Council operated car parks are shown in Appendix 4.

11.3 City centre off-street parking charges are determined in line with market forces and reviewed on an annual basis as part of a delegated authority by the Portfolio Holder for Economic Investment, Regeneration & Planning, Land & Property and the City Manager Streetscene. It is recommended that once this Parking Strategy is agreed by Cabinet, the parking charges are reviewed to ensure the objectives of the strategy are being achieved. The pricing points across the city and for different modes of transport will be reviewed with an objective of encouraging modal shift to cleaner modes of transport, including electric vehicles.

12 Residents' parking permits

12.1 City centre resident parking permit charges are heavily discounted. The rates for existing permit holders and new permit holders will be reviewed to ensure a more equitable charge is set and to take account of new developments not having access to on-street permits.

12.2 The rules around the various permits and relevant charges will be reviewed by the Parking Manager on an annual basis and form part of any increases agreed by the City Manager Streetscene and the Portfolio Holder for Economic Investment, Regeneration & Planning, Land & Property.

12.3 Residents' parking permits are split into two distinct zones, the city centre zone and all other areas outside of the city centre. Currently there are around 250 residents' permits for the controlled parking zone and 1,500 for the outer city centre zone.

12.4 For the areas outside of the city centre, these zones are created by public demand where parking demand exceeds the available space and a high level of commuter/ shopper parking also exists. Typically, these zones are developed to control areas affected by the stadiums and areas close to the city centre where free on-street commuter parking is available.

12.5 City centre permits are currently available to any city centre resident; the only limitation on the issue of such permits is that the vehicle must be registered against the property address. City centre permits are valid both on-street and in all long stay car parks with an unlimited time allowance. However, new residents of newly constructed residential schemes will only have access to the long stay car parks, in order to ensure adequate space is available on-street for shoppers and visitors to the city centre.

13 Coach parking

13.1 Coach parking in the city centre has previously been provided at the Waterhouse Lane coach park which could accommodate 7 coaches. However this facility closed in 2016 as part of the redevelopment of the area. Subsequently, coach parking has been managed through a booking system managed between the coach operators, their booking agents and the Council's Parking Service. This allows for off-street parking to be provided for coaches at locations close to the desired venue, with agreed drop-off and pick-up points being managed. This approach operated successfully during 2017, when the city saw increased coach visits as a result of the UK City of Culture events.

13.2 As the opportunity for a permanent city centre site is limited, it is considered that the current approach provides the most suitable and flexible solution.

13.3 The City Council is promoting a cruise terminal to be located adjacent to The Deep and this is allocated in the Local Plan. This will require car and coach parking, including drop-off/ pick-up and long stay facilities. Options for this provision will need to be evaluated against this SPD, but a Park & Ride shuttle option is preferred over extensive levels of car and coach parking on-site.

AIR QUALITY

14 Impact on air quality – Castle Street AQMA

14.1 Hull City Council adopted an Air Quality Strategy in 2017 which provides the direction for how air quality will be managed in the city. The strategy recognises that transport emissions contribute significantly to the level of greenhouse gas emissions and therefore the City Centre Parking Strategy, through supporting modal shift and seeking to reduce congestion, will help address some of the concerns around air quality.

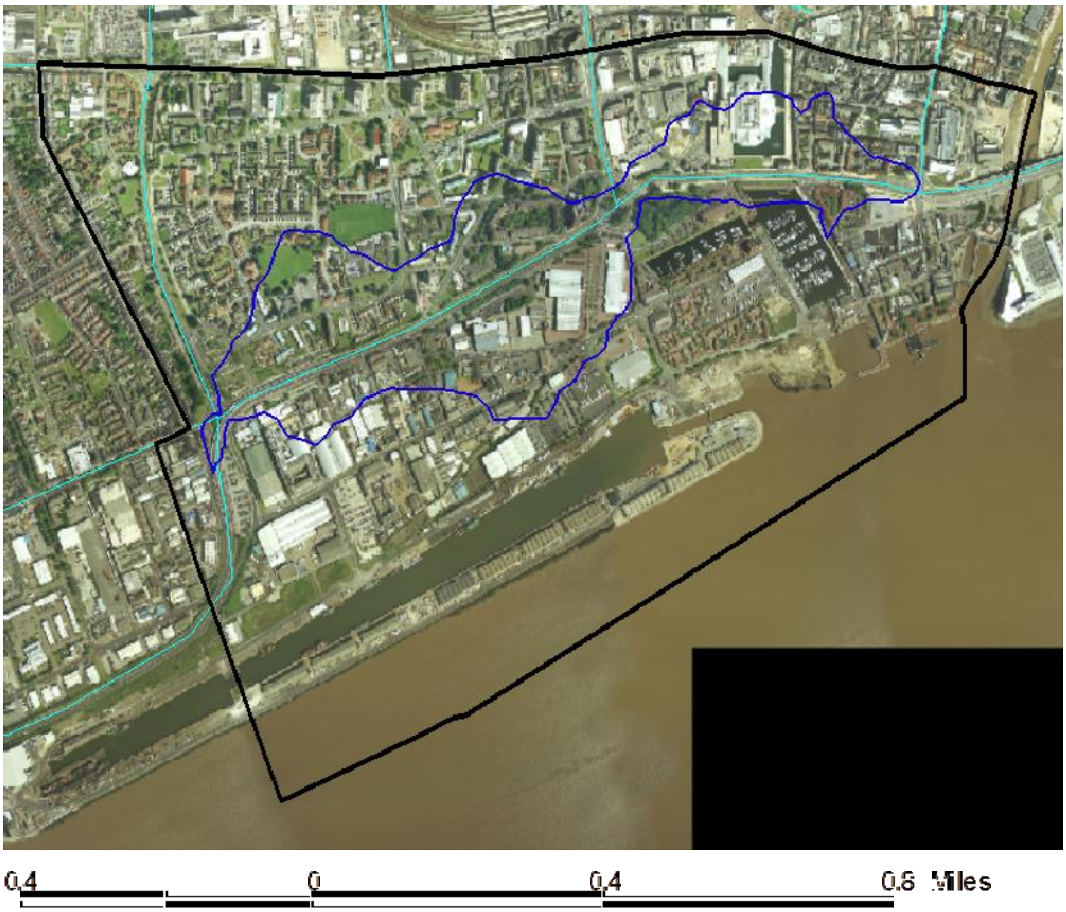
14.2 An AQMA was declared in response to high levels of nitrogen dioxide (NO2) arising from vehicles using the A63 Castle Street travelling to and from the Port of Hull, commuting and leisure. The AQMA covers part of the city centre including some of the main public car parks, as well as parking for businesses such as hotels and offices. There is also a significant level of residential car parking from existing development within the AQMA area. The Hull Air Quality

Management Area (AQMA) covers the area identified in Figure 4.

14.3 The increase in parking requirements and expectations linked to new residential and commercial development in the city centre, both inside and outside the AQMA area, as well as increases in visitor traffic to the Marina/ Fruit Market area and the Bonus Arena, needs to be carefully considered to avoid worsening air quality within the AQMA area.

14.4 Parking infrastructure will respond to the growth of ultra-low emission vehicles, and the need for charging infrastructure, to accelerate take-up and therefore improve local air quality through reduced emissions. There is also a need within the city centre to support alternative car use models, such as car clubs for residential and business use, which reduce the demand for long stay parking.

Figure 4: Hull Air Quality Management Area (AQMA) (black boundary) and NO2 Exceedance Area (blue boundary)



15 Assessment of carbon emissions

15.1 The national greenhouse gas emissions reported for the period 2015-16[1] show that emissions from transport at 26% are now the largest source in the UK of all emissions, an increase of 2% on the previous year. While transport has seen a 2% reduction from 1990, emissions in this sector are stubbornly high with the next sector with the lowest reduction, residential, achieving a 13% reduction from 1990.

15.2 At a local level, the city relies on nationally published data on emissions generated from all roads and rail. This data is published annually, two years in arrears. The data shows that, taken as a whole, the city has seen carbon emission from transport fall by 12.33% over the ten-year period and minor road emissions fall by 12.38% and A roads by 12.26%.

16 Future proofing – electric vehicle charging network/ points

16.1 Currently there are electric vehicle (EV) charging points located in Osborne Street and George Street multi-storey car parks and at St Stephen's shopping centre.

16.2 The Clean Growth Strategy[2] published in October 2017 set out the Government's aim for all new vehicles on sale by 2040 to be electric, hydrogen or plug-in hybrid vehicles. While this is over 20 years away, the growth of low carbon vehicles, in particular electric vehicles, is on an upward curve and it is expected that some time before this date a significant number of vehicles on the road will be electric.

16.3 This requires the Parking Strategy to plan for both residential charging at new and existing developments, as well as the long and short stay parking infrastructure in the city centre. It is likely that as the city centre develops, some of the long stay parking will provide a dual role of residential parking during the night and at weekends and commuter/ shopper/ visitor parking during the week.

16.4 The Parking Strategy is focused on the provision of fast charge points (7kW-22kW) to meet the needs of city centre residents, commuters and visitors. The strategy does not consider the provision of rapid charge points (50kW) as these are expected to be provided by the motorway service network and the conversion of the existing petrol station estate over time to accommodate both electric and hydrogen fuelled vehicles. However, the provision of rapid points will be kept under review by the strategy as there may be a need for rapid charge hubs in the future.

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[1] https://www.gov.uk/government/statistics/final-uk-greenhouse-gas-emissions-national-statistics-1990-2016

16.5 The growth of a charging infrastructure will require improvements in the existing electricity network in the city centre, including the need for larger or new sub-stations and the allocation of space within development sites for these. The provision of charging infrastructure will also increase the costs of development, not only in potential network upgrades, but in the installation of individual car park space infrastructure. The Council will continue to develop its relationship with Northern Powergrid to ensure that existing and future electric vehicle charging capacity can be met.

16.6 The Parking Strategy therefore seeks to establish, subject to any statutory requirements in Building Regulations over the period of this strategy, an expectation for a set number of ‘active’ and ‘passive’ charge points for new developments and their associated car park requirements, and encouragement for existing car parks to make provision for electric vehicles.

New Development: Residential

16.7 To ensure that developers are able to plan for future electric vehicle charging requirements by the city, all new city centre development connected from 1st January 2020 will be required to provide passive charging to all car parking spaces required for the development, with a minimum charging rate of 7kW. Further, 5% of development required parking spaces will contain active charging points at site completion, subject to a there being a requirement for a minimum of 3 parking spaces. The active parking spaces must also cover provision for disabled parking spaces, established through existing regulations, at the same ratio and minimum requirement.

New Development: Private Commercial

16.8 This covers parking linked to new business premises with private or restricted parking linked to the development activity.

16.9 The strategy proposes that developers of these sites consider the needs of visitors and staff. In terms of staff, there will be a need for some charge points rated at 7kW that will be left for the whole of the staff member’s working day. However, there will also be a need for fast chargers to provide a service to business visitors who may only be on site for a few hours and for members of the public who are visiting (destination parking) but would be expected to do the majority of their charging at home.

16.10 This strategy therefore proposes that for developments providing in excess of 10 parking spaces, passive charging is made available to 20-40% of parking for staff/ business visitors with 10% active, and to 20-30% of

[2] https://www.gov.uk/government/publications/clean-growth-strategy

destination parking with 10% active. Some sites with a significant tourist target market might wish to consider increasing the number of destination charging points as their customers may have travelled a significant distance.

Existing Development: Private Commercial

16.11 This covers parking linked to existing business premises with private or restricted parking linked to the development activity. This covers retail parks/ sites/ outlets, business parks, individual business premises, hotels etc.

16.12 The Council will work with property owners who wish to install charge points, in particular in relation to negotiations with Northern Powergrid for any required network upgrades.

16.13 The Strategy supports the installation of active charge points by property owners. The Council would also expect building owners when undertaking major refurbishment to have regard to this Strategy and the desire to have electric vehicle charge points available to residents in the city centre.

16.14 The Strategy recommends that these sites aim for a charge point coverage at the same percentages as those for new developments of this type.

Existing Development: Public Accessible Car Parks

16.15 This covers car parks that are open to the general public and not linked to a particular commercial or residential development.

16.16 The Council will work with property owners who wish to install charge points, in particular in relation to negotiations with Northern Powergrid for any required network upgrades.

16.17 The strategy supports the installation of active charge points by property owners. The Council would also expect building owners when undertaking major refurbishment to have regard to this strategy and the desire to have electric vehicle charge points available to car park users.

16.18 Charge points for these sites need to be considered as destination charge points for visitors to the city centre as well as top up charge points for commuters. Therefore it is expected that approximately 50% of the site should have active charge points by 2035-2045 with a charging range of 7-22kW. This enables site owners to plan over the period to 2045 for the retrofitting of charge points for half of the sites. However, it is suggested that 5-10% of spaces are active over the period to 2025 to enable owners to understand demand in their car parks and plan effectively for 50% coverage.

17 Potential for future car club provision – car share

17.1 Car clubs provide a significant opportunity within the city to reduce the need for car ownership by those living in the city centre where car parking is restricted. They also provide easy access to a car for individuals or families who do not require or are unable to afford car ownership, providing easy access to car use for specific journeys in a format that is easier than traditional car hire operators.

17.2 Car clubs have a role to play in meeting the needs of city centre businesses and reducing the need for fleet vehicles or for staff to use their own vehicle for business meetings, thus enabling commuters to choose more sustainable travel choices to get to work knowing that there is a vehicle available for business travel.

17.3 Car clubs can therefore contribute to reducing congestion in the city centre and the need for commuter parking spaces as well as reducing carbon emissions, as the cars are new models meeting current emission regulations, as well as the potential for car club cars to offer ultra-low emission vehicles.

17.4 Lift sharing, where commuters are connected through mobile phone apps to travel to the same destination, can similarly reduce car use and congestion.

17.5 The Parking Strategy therefore supports the development of car clubs and lift sharing opportunities within the city, in particular serving the city centre. The Council will work with a preferred car club provider in developing an offer for the city that meets its current and future needs.

18 Smart parking options

18.1 The Council has invested in car park guidance signs on the main arterial roads to assist drivers in finding spaces and reduce unnecessary travel in the city centre when searching for parking spaces.

18.2 Over time these signs will need to be developed to provide greater information to drivers indicating the availability of spare electric vehicle (EV) parking spaces as well as non-EV parking spaces.

18.3 This information will also need to be available in real time to support autonomous vehicles so that they can be directed to available parking spaces. Linked to this will be the need to identify dedicated parking spaces for autonomous vehicles on a similar basis to car club vehicles, which may also be autonomous.

18.4 Given the move to autonomous vehicles and the increased use of mobile devices and navigation systems within cars, it is expected the more efficient movement of people and vehicle’s will be achieved through the use of electronic aids. Therefore technology linking to smart phones and satellite navigation systems is critical. The open sharing of information will be essential to maximise efficiency here and in turn help to reduce emissions.

Glossary

Ultra-low emission vehicle

A vehicle that is 100% electric powered, hydrogen fuel cell powered, or a plug-in hybrid.

Charge point

The infrastructure required to enable a 100% electric and plug-in hybrid vehicle to recharge its batteries.

Fast charge point

This is defined as a charge point delivering an AC charge between 7kW and 22kW to an electric vehicle. This will enable a vehicle to fully recharge in 4 to 6 hours from flat.

Rapid charge point

This is defined as a charge point delivering 43kW AC or 50kW DC to an electric vehicle. This will enable a vehicle to receive an 80% charge in 30 minutes.

Type 1, 2 and 3 connectors –

Active charge point

This is a charge point that is live and ready for use by an electric vehicle.

Passive charge point

This is where the enabling infrastructure has been installed but the charging unit and its wiring are still required.

Enabling infrastructure

This is the capacity within the local distribution board to the car park to enable future installation of the agreed number of ‘passive’ points, as well as the necessary sub-surface and surface trunking installed to each parking space to allow final connection.

Appendix 1: City Centre Parking Strategy and Local Plan Policies

Hull Local Plan 2016-32: Policy	*City Centre Parking Strategy: Section*
Policy 10 City Centre Mixed Use Sites	5 Development potential of car parks
Policy 26(b)(vii) Location and Layout of Development	16 Future proofing – electric vehicle charging network/ points
Policy 30(1/2/3) New Parking Sites	7 Park and Ride options
Policy 30(4/7/8) New Parking Sites	13 Coach parking
Policy 31(1/2/3) City Centre Car Parking	4 Balance between short stay and long stat parking
Policy 31(4) City Centre Car Parking	9 Safety and security of car parks
Policy 31(4)(o) City Centre Car Parking	16 Future proofing – electric vehicle charging network/ points
Policy 32(1) Parking Standards	6 Development sites and parking requirements
Policy 32(2) Parking Standards	12 Residents' parking permits
Policy 36(3) Walking, Cycling and Powered Two-Wheelers	6 Development sites and parking requirements
Policy 47 Atmospheric Pollution	14 Impact on air quality – Castle Street AQMA
	15 Assessment of carbon emissions

City Centre Parking Strategy: Section	*Hull Local Plan 2016-32: Policy*
4 Balance between short stay and long stay parking	Policy 31(1/2/3) City Centre Car Parking
5 Development potential of car parks	Policy 10 City Centre Mixed Use Sites
6 Development sites and parking requirements	Policy 32(1) Parking Standards
	Policy 36(3) Walking, Cycling and Powered Two-Wheelers
7 Park and Ride options	Policy 30(1/2/3) New Parking Sites
9 Safety and security of car parks	Policy 31(4) City Centre Car Parking
12 Residents' parking permits	Policy 32(2) Parking Standards
13 Coach parking	Policy 30(4/7/8) New Parking Sites
14 Impact on air quality – Castle Street AQMA	Policy 47 Atmospheric Pollution
15 Assessment of carbon emissions	Policy 47 Atmospheric Pollution
16 Future proofing – electric vehicle charging network/ points	Policy 26(b)(vii) Location and Layout of Development
	Policy 31(4)(o) City Centre Car Parking

Appendix 2: List of City Centre Car Parks

i. Council owned car parks for public use – short stay & long stay

The Council owns and operates multi-storey car parks at the following locations:

1 George Street (686 spaces)

2 Osborne Street (319 spaces)

3 Pryme Street (498 spaces)

The Council owns and operates surface car parks at the following locations:

4 Albion Street (154 spaces)

5 Francis Street (164 spaces)

6 History Centre (51 spaces)

7 Ice Arena (136 spaces)

8 Lowgate (61 spaces)

9 Tower Street (90 spaces)

10 Trippett Street (56 spaces)

ii. Privately owned car parks for public use – short stay & long stay

There are multi-storey car parks in the private sector at the following locations:

11 King William House – APCOA (600 spaces)

12 Prince's Quay shopping centre (900 spaces)

13 Prospect Centre shopping centre (188 spaces)

14 St Stephen's shopping centre (800 spaces)

There are surface car parks in the private sector at the following locations:

15 Blackfriargate (170 spaces)

16 Clarence Street – A1 Tyre Services (180 spaces)

17 The Deep Aquarium (280 spaces)

18 The Deep Business Park (150 spaces)

19 Dock Street – Gala Casino (44 spaces)

20 Londesborough Street – Euro Car Parks (139 spaces)

21 Myton Street Retail Park (140 spaces)

22 North Bridge (159 spaces)

<u>23</u> Portland Street – Car Parking Management Ltd (258 spaces)

<u>24</u> Pryme Street – Euro Car Parks (104 spaces)

25 Spring Street (65 spaces)

26 Station Hotel – Smart (30 spaces)

27 Station North – APCOA (270 spaces)

28 Station South – APCOA (50 spaces)

29 Station South – Smart (50 spaces)

30 Tower Street Citadel – Bonus Electrical Group Ltd (65 spaces)

31 Travelodge Hull Central – Smart (30 spaces)

32 Waterhouse Lane – 54 spaces

33 Zebedee's Yard – Bransby Wilson Parking Solutions Ltd (64 spaces)

(Source: Hull City Council)

Appendix 3: Parking Standards for Development in the City Centre

Use Class	*Type*	*Car parking spaces*
A1	Small shops	1 per 40m2
	Superstores, large supermarkets	1 per 50m2
	Retail warehouses, other retail	1 per 125m2
A2	Financial & Professional Services	1 per 40m2
A3	Restaurants & Cafes	1 per 25m2
A4	Drinking Establishments	1 per 25m2
A5	Hot Food Takeaways	1 per 25m2
B1	Offices/ R&D	1 per 150m2
	Light industrial: - up to 250m2 - over 250m2	 1 per 125m2 2 spaces plus 1 per 175m2
B2	General industrial: - up to 250m2 - over 250m2	 1 per 125m2 2 spaces plus 1 per 175m2
B8	Storage & Distribution: - up to 250m2 - over 250m2	 1 per 125m2 2 spaces plus 1 per 175m2
B1/ B2/ B8	Flexible consent	1 per 200m2
C1	Hotels & Motels	1 per 5 bedrooms plus 1 per 7.5 FTE staff plus 1 per 25m2 public floorspace for conference or exhibition facilities plus 1 coach space per 500 bedrooms
	Hostel: - small - family	 0.15 per unit 0.2 per unit
C2	Institutions/ Care homes	1 per 25 bed spaces plus 1 per 10 non-resident staff
	Frail elderly accommodation	1 per 20 bed spaces
	Education – Halls of residence	1 per 10 FTE staff plus 1 per 30 students
C3(a)	Dwelling houses: Studio/ bedsit 1-bed 2-bed 3-bed 4-bed	 0.2 0.2 0.4 0.4 0.6

	5+ bed	0.8 (plus 0.2 per additional bedroom)
	Elderly persons housing – Category 1: - 1-bedroom - 2-bedroom	 0.2 per unit 0.4 per unit
	Elderly persons housing – Category 2: - 1 or 2 bedroom	 0.2 per unit
C3(b)	Household with care provided	0.2 per warden
C3(c)	Household without care provided	As C3(a)
C4	Houses in Multiple Occupation	As C3(a)
D1	Public halls & Places of assembly	1 per 45m2 or 1 per 15 fixed seats plus 3 per 20 FTE staff
	Community & Family Centres	1 per 45m2 plus 1 per 5 FTE staff
	Day centres	1 per 45m2 plus 1 per 20 visitors plus 1per 5 FTE staff
	Places of worship	1 per 50m2
	Surgeries & clinics	0.6 per consulting room plus 1 per 5 FTE staff
	Libraries	0.4 spaces plus 1 per 150m2
	Nursery schools/ playgroups	1 per 20 pupils
	Schools	1 per 5 FTE staff plus 1per 25 FT FE students plus 1 per 40 students aged 18 and over plus 1 per 100 students aged 17 and under plus 1 visitor space per 500 students
	Further education	1 per 5 FTE staff plus 1 per 25 FT students
D2	Cinemas, concert halls, bingo halls, casinos also theatres	1 per 25 seats plus 1 per 15 staff
	Indoor sports halls, swimming pools	1 per 50m2 plus 1 per 10 staff plus 1 coach space
	Gyms and health clubs	1 per 35m2 public floorspace
Miscellaneous	Vehicle workshops	0.15 per FTE staff plus 0.6 per service bay
	Showroom and car sales	1 per 50 cars displayed plus 1 per 5 FTE staff
	Hire cars	1 per 10 cars based on site
	Petrol filling stations	1 per 5 staff
	Tyre/ exhaust centres	0.4 per bay
	Parts stores/ sales	0.6 for customers
	Car wash	0.6 waiting spaces per bay

Spaces provided should be rounded up to the next whole number.

Appendix 4: Hull City Council Car Parks – Pricing Structure (July 2019)

	Upto 1-hour	*Upto 2-hours*	*Upto 3-hours*	*Upto 4-hours*	*Upto 5-hours*	*Upto 10-hours*	*All day*	*24-hours*
Short stay:								
Albion Street	£1.20	£2.00	£2.80	£3.60	£12.00	£12.00	N/A	N/A
History Centre	£1.20	£2.00	£2.80	£3.60	£12.00	£12.00	N/A	N/A
Lowgate	£1.20	£2.00	£2.80	£3.60	£12.00	£12.00	N/A	N/A
Tower Street	£1.50	£1.50	£1.50	£6.00	£6.00	£12.00	N/A	N/A
Long stay:								
Francis Street	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	N/A
George Street	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00
Osborne Street	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00
Pryme Street	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00
Trippett Street	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	N/A
Ice Arena	£1.80	£1.80	£2.70	£3.60	£4.50	£6.60	£6.60	N/A

Appendix 5: City Centre Parking Strategy Delivery Plan

Activity	Delivery Date	Service Area with lead responsibility
Review of pricing levels across the City Centre parking Zone	On adoption of SPD5 – July 2019	Streetscene
For larger commercial developments, passive and active EV spaces provided within development schemes	On adoption of SPD5 – July 2019	City Planning
Passive and Active EV spaces provided within new residential development schemes	2020	City Planning
24/7 Car parking provision provided to a minimum of 2000 spaces	2021	Streetscene
Partial Review of Parking Strategy to address EV developments, and parking and air quality data	2021	City Planning
All Multi-storey car parks to meet Park Mark standard	2022	Streetscene
Comprehensive Review of Parking Strategy	2023	City Planning, Streetscene & Major Projects
Active EV installation in existing public car parks for between 5-10% of all spaces	2025	Streetscene
Active EV installation in existing public car parks for 50% of all spaces	2035	Streetscene